

## APPROVED

### BEAVERTON TRAFFIC COMMISSION MEETING MINUTES JANUARY 6, 2011

#### CALL TO ORDER/ROLL CALL

As the Commission had no presiding officers, Commission Recorder Debra Callender called the Traffic Commission meeting to order at 7:00 p.m., on Thursday, January 6, 2011, and called the roll.

Traffic Commissioners present included Ernie Conway, Steve Harris, Lauren Holmes, Ashley Hosford, Amy Johnson, Bradford McClean, and Vincent Tran. Alternate John Herring was in the audience. City of Beaverton staff present included City Transportation Engineer Jabra Khasho, Traffic Officer Kevin McDonald, and Commission Recorder Debra Callender.

#### Election of Traffic Commission Officers for 2011

Ms. Callender asked the Commission to open nominations for a Commission chair.

Commissioner Holmes NOMINATED Commissioner Steve Harris for the 2011 Commission Chair. Commissioner Tran SECONDED the nomination.

The Commission voted by voice. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE. The NOMINATION CARRIED unanimously. (7:0) Commissioner Harris will serve as Chairman for 2011.

Commissioner McClean NOMINATED Commissioner Lauren Holmes for 2011 Commission Vice Chair. Commissioner Tran SECONDED the nomination.

The Commission voted by voice. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE. The NOMINATION CARRIED unanimously. (7:0) Commissioner Holmes will serve as the Vice Chair for 2011.

#### VISITORS

No one from the audience came forward to speak.

#### STAFF COMMENTS

Mr. Khasho welcomed the three newly appointed Traffic Commissioners: Ernie Conway, Ashley Hosford, and Amy Johnson. He said all Commissioners had copies of additional public hearing testimony received after staff had mailed the meeting preparation packets.

## CONSENT

Chairman Harris reviewed the consent agenda comprised of the draft minutes of the August 5, 2010, meeting and Issue TC 675 "Parking Restrictions on NW 167<sup>th</sup> Place."

Commissioner Holmes MOVED, SECONDED by Commissioner McClean to approve the minutes of the August 5 meeting. Question called on the motion. Commissioners Holmes and McClean voted AYE, the MOTION CARRIED. (2:0) Commissioners Conway, Harris, Hosford, Johnson, and Tran ABSTAINED, as they were not present at the August meeting.

Commissioner McClean MOVED, SECONDED by Commissioner Tran to approve Issue TC 675 "Parking Restrictions on NW 167<sup>th</sup> Place." Question called on the motion. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE, the MOTION CARRIED unanimously. (7:0)

## PUBLIC HEARINGS

### **Issue TC 671: Parking Revisions on SW Adele Drive between Valeria View Drive and 105<sup>th</sup> Terrace**

Chairman Harris called for a motion to reopen the public hearing on TC 671.

Commissioner Holmes MOVED, SECONDED by Commissioner McClean to reopen the public hearing on Issue on TC 671. Question called on the motion. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE, the MOTION CARRIED unanimously. (7:0)

Chairman Harris reopened the public hearing on TC 671.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Deputy Fire Marshal Karen Mohling, Tali Porietis, Quan Tran, Surjani Tarjoto, and Devy Jamin (written testimony is on file).

Mark Klein, Portland, said he lives on Adele Drive near the corner of 105<sup>th</sup> Terrace and he supports removing the parking restriction on the south side of Adele because no other street in the neighborhood have similar parking restrictions. He said there is an alley behind the Adele homes that is used to access the garages; however, this alley is too narrow for parking. He said that leaves no place for visitors to park.

Commissioner McClean asked Mr. Klein what he thought about the written comments on TC 671 provided by the Fire Marshal on May 19, 2010. The Fire Marshal was against removing the restrictions.

Mr. Klein said he still favors removing the parking restrictions.

Tali Porietis, Portland, said he lives on the south side of Adele Drive where the neighbors want parking restrictions removed. He takes exception to the Fire Marshal's comments because this section of Adele is the only street in the whole neighborhood with restricted, on-street parking. He said their homes do not have driveways so there is no place on their property to park cars. Mr. Porietis said three adults live in his home, they each own a vehicle, and their garage has only two parking spaces. The restricted parking zone in front of their home makes life difficult, especially when they have visitors or when unloading parcels. He said in addition to Adele neighbors needing this parking, residents living on 105<sup>th</sup> Terrace and 106<sup>th</sup> Place also want to park on Adele, although these homes have private driveways and garages.

Mr. Porietis testified that, if these parking restrictions are not removed, he will hound the City each time someone illegally parks on this section of Adele, and he will insist that the police tow the cars. He said that he and his neighbors are being treated unfairly because this section of the street should never have had parking restrictions. He measured all the intersections on Adele and he concluded that all have wide enough turning radii that fire vehicle should not have access problems. He added that there are two fire hydrants at the intersection of Adele and 106<sup>th</sup> so no one can park on those corners.

Commissioner Conway considered potential reasons for the initial parking restriction and asked how residents on 106<sup>th</sup> Place felt about removing this parking restriction.

Mr. Porietis said he contacted three residents on 106<sup>th</sup> Place. He stated that people do not have time to come to public meetings. He said people whose homes have both garages and driveways told him they would welcome having more parking if the City removed the restrictions. He said he is the person who discovered that one No Parking sign and post were missing. About six months ago, he and several other neighbors received warning notices from the police when they parked on the south side of Adele. That experience prompted him to contact Mr. Khasho to ask if, indeed, there were parking restrictions in front of his home. He reiterated that all the residential streets in this neighborhood should be treated equally. He said Mr. Khasho studied the situation and determined that residents should be able to park on this section of Adele; unfortunately, for the neighborhood, the previous Traffic Commission disagreed.

Surjani Tarjoto, Portland, said she supports removing the parking restrictions. She said Mr. Porietis stated her reasons.

Commissioner Conway said when he viewed this street earlier in the week, there was a car parked in the middle of the restricted parking area. He said that is an interesting message.

Mrs. Tarjoto said people park illegally because they need a place to park.

Commissioner McClean asked if staff notified residents of 106<sup>th</sup> Place about this public hearing and the previous hearing in June 2010.

Mr. Khasho said staff mailed a notice of this hearing to the requestor and to all those who sent written testimony. Staff posted large notice signs on the affected street corners explaining the issue, hearing date, and who to contact for more information.

Commissioner McClean said he supports the staff recommendation to remove the parking restriction and his only concern is Fire Marshal's comments. He believes the residents need more on-street parking.

Commissioner Conway agreed.

Commissioner Tran said Adele Drive is 28-feet wide and City street design standards allow parking on both sides of a 28-foot-wide street. He supports the staff recommendation.

Chairman Harris said when the Commission held a public hearing on this issue in June 2010, not one resident emailed written testimony or showed up to testify either for or against the issue. The Fire Marshal recommended against the change. Based on the lack of neighborhood interest, he saw no reason to remove the parking restriction. He said Mr. Khasho continues to recommend removing the parking restrictions, neighbors have now written and testified that they want the restrictions removed, and the roadway meets all City requirements for parking on both sides. He supports removing the parking restrictions.

After discussion with staff, Chairman Harris said the first motion must be to reverse the Commission's previous denial of this recommendation.

Commissioner Holmes MOVED, SECONDED by Commissioner Tran to reverse the Commission's June 3, 2010, recommendation to deny the staff recommendation on Issue TC 671.

Question called on the motion. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE, the MOTION CARRIED unanimously. (7:0)

Commissioner Tran MOVED, SECONDED by Commissioner McClean to approve the request to remove the existing 120 foot "No Parking Zone" on the south side of SW Adele Drive across from 106<sup>th</sup> Place and approve the final written order.

Question called on the motion. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE, the MOTION CARRIED unanimously. (7:0)

### **Issue TC 676: Truck Parking on SW 105<sup>th</sup> Avenue South of Denney Road**

Chairman Harris opened the public hearing.

Staff Report:

Mr. Khasho said Cynthia Dobson requested that the City prohibit truck parking at all times on 105<sup>th</sup> Avenue south of Denney Road. The requestor told staff that customers of the storage facility park large trucks on 105<sup>th</sup> Avenue and unload the truck contents into smaller trucks that can access the storage facility. Ms. Dobson told staff that large trucks often park along 105<sup>th</sup> all night with their engines running and this affects neighborhood livability.

Mr. Khasho said he met with the manager of the public storage business and she had no objections to the City restricting truck parking on 105<sup>th</sup> Avenue. She told staff she warns customers not to bring large trucks to the public storage facility because the trucks are not able to access the narrow driveways in front of the storage units. She also tells customers that they cannot arrive with a large truck and then transfer the contents to a smaller truck. The manager assured staff that parking restrictions on 105<sup>th</sup> would not affect the business.

Mr. Khasho said 105<sup>th</sup> Avenue is a local street that is 32-feet wide and current City standards allow parking on both sides of a 34-foot-wide street. He noted that 105<sup>th</sup> has low traffic volumes. He said it would be difficult for a vehicle to drive down the 105<sup>th</sup> with a large truck parked on one side and a car parked on the other side. He said City Code prohibits truck parking next to a residential building between 9 p.m. and 7 a.m. He said most of 105<sup>th</sup> is residential, with about one block of industrial buildings on one side; this makes it difficult to say exactly at what point the Code prohibition applies. He said the Code also prohibits the parking of vehicles not intended to move people, for more than 48 hours on a residential street.

Mr. Khasho said staff supports the request to restrict truck parking of vehicles with a gross weight in excess of 20,000 pounds on SW 105<sup>th</sup> Avenue between Denney Road and the dead end at Camille Park. He said this restriction would mainly prohibit large truck trailers.

Chairman Harris asked what a 20,000-pound truck looked like.

Mr. Khasho said it is not a single-unit truck; it is the large, truck-trailer type truck. He said most large size u-haul trucks are less than 20,000 pounds.

Commissioner Conway asked what the City sees as the alternative for large trucks.

Mr. Khasho said large trucks must follow the storage facility rules and deliver materials to the facility in smaller trucks. They must also load and unload on the facility's property, not on the public street. As for large trucks that still need to transfer to a smaller truck, they need to find a location away from 105<sup>th</sup> to make the transfer, for example, the 217 Center on Allen Boulevard at 111<sup>th</sup> Avenue. Mr. Khasho confirmed that the proposed parking restriction would cover all hours.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Deputy Fire Marshal Karen Mohling, Cynthia Dobson, and Al Barker (on file).

David Stark, Beaverton, said he lives on the northeast corner of Cynthia and 105<sup>th</sup> Avenue and the truck parking impacts his family the most. He works from home and when a truck parks in front of his home with the motor idling, he smells the diesel fumes and feels the house vibrate. He said the offending trucks are generally out of state transport trucks moving household goods for people relocating to Oregon. He said the contents transfers usually involve a 40-foot transport truck parked along 105<sup>th</sup> next to a 20-foot cube van. He stated that this is a definite safety issue for residents who need to back out of their driveways and for school buses delivering children.

Mr. Stark testified that many times he has watched large trucks back down 105<sup>th</sup> and reverse onto Denney Road; this dangerous maneuver is done without a ground guide to flag traffic. He believes this practice is extremely dangerous since this 105<sup>th</sup>/Denney Road intersection is immediately adjacent to the off ramp for Highway 217. He said these delivery trucks are so large that there is no other way for them to exit the subdivision once they enter 105<sup>th</sup>. He said truckers often unload material on his property, which he considers to be trespassing. In addition, the loaders often leave food wrappers and rubbish on his property. He said this all decreases neighborhood livability.

Commissioner Holmes asked how long Mr. Stark has lived on 105<sup>th</sup>.

Mr. Stark said he has lived there only one year and he had not expected that a Beaverton neighborhood would have this kind of livability problem. He said truckers have pulled up in front of his home at 2:00 a.m. and run their engines for hours. He said the homes along 105<sup>th</sup> were built in the 1960s, which is before the storage facility was built.

Commissioner Holmes asked if it is just a coincidence that the truck transfers occur at this location or are the transfers occurring here specifically to move cargo onto the storage facility property.

Mr. Stark said they are transferring in order to move cargo to the storage facility. He said they could park on 105<sup>th</sup> in the commercial zone on the north end of Denney Road. He said even people who arrive in smaller trucks before the storage facility opens will sit in their trucks with their diesel motors running. He said this lowers neighborhood livability.

Chairman Harris asked if truckers park on 105<sup>th</sup> to pull off the highway and rest.

Mr. Stark said that might be the case.

Commissioner Johnson asked if semi trucks could enter the storage facility.

Mr. Stark said it might be possible, but moving trucks have low axles and the storage facility was constructed on a downward slope with no room at all to maneuver a large truck. He clarified that normal small truck traffic to and from the facility does not bother him. What reduces livability are the large moving trucks that park for hours in front of his home with motors running.

Mr. Stark complemented Mr. Khasho and his staff. He said they did an excellent job investigating this problem and notifying everyone concerned about the public hearing.

C. Veenendaal, Beaverton, said he has lived on the corner of Cynthia Street for 26 years. He showed the Commissioners two photos of large trucks parked on 105<sup>th</sup> (in the record). He said some trucks park back end to back end along the street while transferring material. Sometimes a smaller truck will park beside the large truck during the transfer, completely blocking the street to through traffic. Large trucks often park on 105<sup>th</sup> all day and night with their motors running. Mr. Veenendaal said that if there were an emergency on the street, the emergency vehicles would have to stop while the trucks moved. He believes this is a neighborhood safety issue.

Chairman Harris asked Mr. Veenendaal to state specifically whether he supports the staff recommendation.

Mr. Veenendaal said he fully supports restricting truck parking.

Commissioner Holmes asked if this problem has been going on for 26 years.

Mr. Veenendaal said the problem started immediately after the storage facility was built. He added that the neighborhood opposed building the facility because it was designed with a 90-degree turn at the entry so large trucks cannot enter. This forces large trucks to transfer their contents on the street. He said the street also has occasional problems with abandoned vehicles. He sees no problems with smaller trucks accessing the facility.

Cynthia Dobson, Beaverton, said she lives on Cynthia Street and she identified herself as the person who contacted Mr. Khasho asking for the City's help resolving this problem. Ms. Dobson said she personally spoke to the facility manager and learned that large trucks can enter the facility; however, large trucks with lowered bottoms cannot enter. She said she had an altercation with five truckers who parked on the street. Ms. Dobson said she is concerned that the 20,000-pound restriction might not be enough to stop rental trucks from transferring contents in the street. She wondered if a "No Loading Zone" might be a better option.

Commissioner Holmes asked if she thought small trucks would transfer contents on 105<sup>th</sup> when it was possible for them to enter the facility. She would not want to restrict neighbors who might need to park a moving truck temporarily on 105<sup>th</sup>.

Ms. Dobson said the parking restriction signs must be completely clear that 105<sup>th</sup> is a residential street and truck parking is not allowed. One night she pounded on a truck door and woke a sleeping truck driver. She said the driver had no idea that running his truck motor all night was disturbing residents.

Commissioner McClean asked if the storage facility also rents trucks.

Ms. Dobson said they do not.

Staff Comments:

Mr. Khasho clarified that truck trailers cannot physically access the storage facility because of the sharp curve in the driveway and because the storage units are in narrow rows that large trucks cannot access. That is why large trucks must transfer their cargo to smaller trucks. He said it is common for large moving trucks to carry loads belonging to several people and they unload their contents in several different locations. He said 5<sup>th</sup> Street east of Western is an example of a location where restricting parking of trucks in excess of 20,000 pounds effectively stopped the neighborhood's complaints about truck parking and idling motors. He believes a similar restriction would solve the problems on 105<sup>th</sup>.

Commissioner Johnson asked if the company could modify the facility entrance so large trucks could enter.

Mr. Khasho said they could, but it would be expensive and that kind of business decision would be made by facility owners not the City. He said truck drivers network among themselves and are familiar with each city's transfer facilities. He said there are other local transfer sites available. He suspects truck drivers prefer using 105<sup>th</sup> for transfers because it is close to the Highway 217 off ramp. He noted that truck trailers typically weigh 20,000 pounds or more and he expects this parking restriction to work well.

Chairman Harris closed the public hearing.

Commission Deliberation:

Chairman Harris said he has rented storage from this facility and he believes it would be impossible to get a semi in and out of this facility. He said this issue is connected to the larger issue of truckers having no place in Beaverton to leave their trucks overnight. The Commission has acted to curtail truck parking on public streets several times in years past. He pointed out that this time the parking is occurring on what is clearly a neighborhood street. He agreed with staff that truck drivers network and they know where the best transfer sites are located. He supports the staff recommendation.

Commissioner Conway said truckers should become educated about other transfer sites.

Commissioner McClean said he counted at least 14 homes on 105<sup>th</sup> Avenue and he feels this is clearly a residential area and truck parking should be prohibited.

Commissioner Hosford said she was surprised that the facility manager concluded that on-street parking restrictions would not affect the storage facility's business. She supports the proposed restrictions.

Commissioner Johnson MOVED, SECONDED by Commissioner McClean to accept the staff recommendation on TC 676 to prohibit truck parking with registered gross vehicle weight in excess of 20,000 pounds on SW 105<sup>th</sup> Avenue between Denney Road and the dead end at Camille Park and approve the final written order.

Question called on the motion. Commissioners Conway, Harris, Holmes, Hosford, Johnson, McClean, and Tran voted AYE, the MOTION CARRIED unanimously. (7:0)

**Issue TC 677: Parking Restrictions on SW Bridletrail Avenue North of Brockman Street**

Chairman Harris opened the public hearing.

Staff Report:

Mr. Khasho said resident Dick Lukins requested the prohibition of parking on Bridletrail, on the east side of the street between Brockman and Pommel Court. Mr. Lukins' concern was that when cars park at this location on the east side of Bridletrail, they force drivers to cross the centerline into on-coming traffic and that is unsafe.



Mr. Khasho said Bridletrail is classified as a neighborhood route, which is designed to carry traffic from surrounding neighborhood streets onto collector and arterial streets. He said Bridletrail is 36 feet wide, though it is wider at the median island near Brockman. He said at the island, the northbound lane is 12-feet wide and the southbound lane is 18-feet wide. Mr. Khasho said the City's Engineering Design Manual allows parking on neighborhood routes with travel lanes that are at least 18-feet wide; that means it is acceptable to park on the west side of Bridletrail, but it is not safe to park on the east side. He said removing parking on the east side of Bridletrail would only remove two, compact parking spaces in front of a home that faces Pommel Court. On this section of street, parking is prohibited at the corner in front of a mailbox cluster and adjacent to a fire hydrant. Removing this parking would have little effect on the parking demand in the neighborhood. He asked the Commission to approve the request to prohibit parking on the east side of Bridletrail between Brockman and Pommel Court.

Commissioner McClean noted that Hiteon Elementary School is directly across the street from this intersection. He asked if school events might not increase the parking demand on Bridletrail and in the surrounding neighborhood.

Mr. Khasho said that is possible.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaefer, Deputy Fire Marshal Karen Mohling, Teresa and Eric Stone, Chris and Gerry Bowles (on file).

Mark Hogard, Beaverton, said he has lived on the west side of Bridletrail across from the median island for more than 20 years. He said this neighborhood had no parking or traffic problems until Hiteon School was built, then the neighborhood turned into a major traffic thoroughfare. He said he parks his truck on the east curb of Bridletrail's northbound entry lane because it slows neighborhood traffic by at least 15 miles per hour. He believes parking his truck in this spot increases neighborhood safety.

Mr. Hogard said neighborhood parking is a disaster because of Hiteon School. He testified that some parents even have the nerve to park in his driveway while waiting to pick up their children. Every school event fills the surrounding neighborhood streets with parked cars. When the City converted the traffic signal into a three-way signal, the change increased cut-through traffic on Bridletrail. He said the two homes facing the median island both have teenagers and the two families own eight vehicles that all need parking. He said Stirrup at Davies has a similar entry feature and any parking restrictions the City imposes on Bridletrail should also be applied on Stirrup at Davies as a matter of fairness.

Commissioner Johnson asked if Mr. Hogard thought parents would violate the proposed parking restriction during school events.

Mr. Hogard reasoned that since parents do not hesitate to park in his private driveway, they likely would also ignore restricted parking zones.

Commissioner Conway asked if the neighborhood has asked the City to investigate installing a traffic calming project to slow traffic speeds and reduce cut-through traffic.

Mr. Hogard said they have not, mostly because his parked truck does the same job.

Erin Sunahara, Beaverton, said she is against restricting parking. She said neighborhood safety decreased when the school began routing traffic through Bridletrail. She now gets up earlier to walk her dog because it is unsafe to walk in the neighborhood when parents cut through the streets to drop their children at school. She said one neighbor put signs in the planter strip to stop children from trespassing and trampling her flowers when they are dropped off for school on Bridletrail. Parents ignore the No U-Turn sign on Bridletrail; however, they are stopped from making a u-turn when Mr. Hogard's truck is parked across from the median. She said parents then drive a few feet farther to Pommel Court, make a u-turn, and return on Bridletrail to Brockman. She said when the City and Beaverton School District blocked the school driveway to prevent left turns onto Brockman, that change forced parents to turn right on Brockman and then left onto Bridletrail for a u-turn to drive westbound on Brockman. She said the parents are not courteous drivers and good neighbors. She said the proposed parking restriction would be only a "Band-aid solution."

Commissioner Johnson asked if she thought traffic calming might help.

Ms. Sunahara said she does not like speed humps but they might help. She thinks speed is a bigger problem on Bridletrail than parking. She said some parents blatantly disobey the traffic signal, especially early in the morning.

Commissioner Conway asked if Ms. Sunahara or her neighbors had talked with the City about a traffic calming project.

Ms. Sunahara said they had not, as Mr. Hogard's parked truck provided traffic calming.

#### Staff Comments:

Mr. Khasho said he had not heard more from the requestor, Mr. Lukins, but staff had received two additional emails from neighbors supporting the parking restriction. The Commissioners have those emails before them.

Chairman Harris closed the public hearing.

#### Commission Deliberation:

Commissioner Conway said traffic calming might be a better solution than a parking restriction and asked if Mr. Khasho had considered installing traffic calming on Bridletrail.

Mr. Khasho said the City's procedures are very clear that a resident must initiate the request for traffic calming. The City does not seek out these projects.

Commissioner Tran asked about the purpose of the median island.

Mr. Khasho said the subdivision's designer installed the median island. The purpose of the median island is to slow traffic as it enters the neighborhood.

Commissioner Tran said that according to City Code parking is not allowed on 12-foot travel lanes.

Mr. Khasho agreed, saying a 12-foot lane is not wide enough for both parking and a travel lane for moving vehicles. The lane on the west side of the median island is 18-feet wide and is wide enough to accommodate both parking and moving vehicles. For safety reasons, he said parking should be prohibited on the east side of the median to avoid forcing drivers over the centerline and into oncoming traffic.

In response to a question about removing the centerline striping, Mr. Khasho said the tapered striping was installed because it is a City Design Standard; it is a safety measure to alert drivers that the street has narrowed. The tapered striping also keeps cars from driving straight into the median island. He reiterated that it is not safe to park a vehicle in a 12-foot travel lane. He noted that cars are not allowed to park within ten feet from the fire hydrant, nor is parking allowed in front of the mailbox cluster on the corner of Bridletrail and Pommel Court. He said there could be room for a short parking space at the end of the striped taper. He said that from a transportation engineering standpoint it makes sense to prohibit all parking on the east side of Bridletrail between Brockman and Pommel Court.

Commissioner Tran said it appears that the only way to accommodate the residents' request to continue parking here is to remove the median island and tapered striping to increase the lane width. Otherwise, the only choice is to restrict parking.

Mr. Khasho agreed. In addition, the State Vehicle Code states cars cannot park within 20 feet of the crosswalk at Brockman. He said the median island is considered to be a traffic calming feature and to remove it, the City's Traffic Calming Procedures would require a neighborhood poll showing that 67 percent of the neighbors living within 250 feet of the island agreed that it should be removed. In addition, the City would need to find a funding source to pay for removal of the island. He clarified that staff does not take on the total redesign of an intersection in order to resolve a simple parking issue.

Commissioner Conway asked why the 12-foot lane was not posted No Parking when the subdivision was originally constructed.

Mr. Khasho said the City does not always install signs on 12-foot streets because there is the assumption that people use common sense and comprehend that a very narrow traffic lane is not an appropriate place to park. He said tonight's testimony pointed out that a neighbor says he parks in this location to slow traffic, this indicates that the issue is not the neighborhood's need for extra parking but a concern about speeding. If there is a speeding problem, the City's solution is to increase police enforcement or investigate traffic calming if the neighborhood requests it.

Commissioner Conway said that it seems City Code requires the Commission to restrict parking based on the narrow lane width and then wait for the neighborhood to initiate a request to investigate the speeding concern. He said staff misunderstood the issue.

Mr. Khasho said Mr. Lukins' original request to staff stated that when vehicles park on Bridletrail at this location it narrows the travel lane and forces drivers to cross the centerline into on-coming traffic. This is a safety issue. Safety is the reason staff is asking the Commission to restrict parking; it has nothing to do with speeding or the reason the neighbor gave to justify his continuing to park in a 12-foot travel lane.

Chairman Harris asked if there have been crashes at this location.

Mr. Khasho said there are no crashes recorded at this location.

Commissioner Tran said that with the median island in place and the current City Code, there is no choice but to restrict parking here.

Commissioner Holmes agreed and said the No Parking request is based on safety and parking a vehicle in this location is a safety hazard, especially when cars turn off Brockman at night. She recommends the Commission vote to add parking restrictions at this location with the suggestion that the neighborhood request traffic calming.

Commissioner Conway said he believes when the school holds an event, people will violate the No Parking signs and park in this area anyway. He said two people spoke against the change and one person spoke for it, so it might be better to leave it alone.

Commissioner Tran said the math does not add up.

Mr. Khasho disagreed. He said from the edge of the island to the curb on the east side is 12 feet. At the tip of the tapered striping, the street is 36-feet wide with an 18-foot lane on the west side with room for parking. The taper starts at six feet and narrows at the north end. He said a vehicle cannot park at the tip of the taper without forcing passing drivers out of the travel lane and over the centerline. At the northern end of the taper, one vehicle might be able to park without forcing cars out of the travel lane.

Chairman Harris said it is interesting that they have a recommendation to prohibit parking in a 12-foot travel lane, yet the city has other 12-foot travel lanes where parking restrictions are not enforced. He said based on this he feels the Commission is not compelled to restrict parking in this location just because a neighbor brought a safety issue to staff's attention. He said he drops his son off at the back of Southridge High School on school mornings and that neighborhood is mayhem for 20 minutes each morning. He said the changes at Hiteon appear to have affected the Bridletrail neighborhood.

Commissioner Tran said another reason to restrict parking at this location is to protect the children who are dropped off for school on Bridletrail. Removing parking might increase children's ability to see on-coming traffic.

Commissioner Conway said the staff report drawing should have shown the crosswalks.

Mr. Khasho said the northerly crosswalk marking runs close to the south tip of the median island parallel to Brockman. The crosswalk width is ten feet between the marked lines. The State Vehicle Code prohibits parking within 20 feet of a crosswalk line.

Commissioner McClean said he prefers to not restrict parking.

Chairman Harris said the issue to be decided is the request in TC 677 and whether or not to restrict parking at this location.

Mr. Khasho said the solution to the problem presented in the original request is to restrict parking at this location. The Commission can either agree or disagree with the staff recommendation.

Commissioner Tran said in the past the Commission has requested modifications.

Mr. Khasho said he had not heard a proposal for modifications. He said there have been no studies to show whether Bridletrail actually qualifies for a traffic calming project based on criteria in the City's Traffic Calming Procedures. He said that is a long way from the current request in TC 677 to restricted parking in one location.

Commissioner Holmes suggested a modification to the TC 677 staff recommendation. No Parking signs would be installed from the intersection with Brockman to the northerly tip of the striping. People could park from that point to the mailboxes. She believes people know they should not park in front of mailboxes.

Commissioner Tran said he would support that modification.

Mr. Khasho said staff would need to come back with a revised final written order.

Commissioner Tran said that might allow other residents who support or oppose the proposal to come share their testimony with the Commission next month.

Mr. Khasho noted that the Chairman had already closed the public hearing to additional testimony. The revised final written order would appear on the next agenda under Consent Items. If the Commission wants to reopen the public hearing and continue it to the next meeting, staff would need to give public notice a second time and post new notice signs. If the hearing is continued, no other action is required tonight.

Commissioner Holmes said she opposed continuing the hearing until next month out of respect for the people who testified tonight, either in person or via written testimony.

Chairman Harris said he supports the proposed modification.

Mr. Khasho scaled the distance on the drawing and said that from Brockman to the tip of the tapered striping on Bridletrail is approximately 85 feet. From the end of the striping to the mailboxes and fire hydrant is approximately 40 feet, which is enough room to squeeze in parking for two compact vehicles.

Chairman Harris called for a motion.

Commissioner Conway MOVED, SECONDED by Commissioner Johnson to accept the staff recommendation on Issue TC 677 with the modification that the parking restriction on the east side of Bridletrail Avenue extend from Brockman Street to the northerly tip of the striping at the end of the median island.

Question called on the motion. Commissioners Conway, Harris, Holmes, Hosford, Johnson, and Tran voted AYE. Commissioner McClean voted NO. The MOTION CARRIED. (6:1)

#### OLD BUSINESS

Mr. Khasho said the City Council has adopted the City's Transportation System Plan (TSP).

#### NEW BUSINESS

There was none.

#### ADJOURNMENT

The January 6, 2011, meeting of the Traffic Commission adjourned at 8:52 p.m.

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Debra Callender, Commission Recorder